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AROUND THE LAKES.

CLEVELAND.

S. B. Grummond, Mayer of Detroit, was in the city on Tuesday.

Schooner Morning Lark received some necessary repairs on Smith's boxes.

The propeller Republic, Captain Mack, arrived yesterday morning with 1550 tons of ore.

River tugs John Martin and Stranger were in port yesterday picking up a tow. The Stranger has been laid up at Amherstburg eight or ten days.

A contract has been awarded the Pullman Palace Car Company for supplying furniture for the postoffice and custom house building at Cleveland. The company's bid was $8,702.

It has been said by a score of men, while she remained in sight at Barnhisel's coal dock, that the Darius Cole is the handsomest boat that has ever been turned out at Cleveland. She left for Detroit this morning at 9 o'clock.

At Globe Drydock the barge Emerald had a leak stopped and some buts calked; the barge Lillie May got a new windlass; the schooner Manzarilla got a new pawl post and the steamyacht Cyclone got new fenders all around and some other necessary repairs. The schooner John Martin will go in this evening and will probably be recalked. The repairs to the Camden are nearly completed, the carpenter and joiner work is all done, the masts are all in, and the topmasts up and the riggers busy. Presley & Co. have done a good job on her and she will soon be ready for sea.

Captain Peter Langan, last season master of the schooner C. J. Wells and in command of her when she went on Whiskey Island, while in tow of the Keystone, is in the city. It will be remembered by some that in the fall of 1876 Captain Langan, with his mate, rescued his brother, who had fallen overboard from drowning and not being able to regain the boat pulled for Port Colborne, where they arrived much exhausted, and where they found the Wells, which had been left without an officer and had drifted off that port and came to anchor. The captain was tendered by the government a second class life saving medal, which, with his usual modesty he declined to receive.

The need of a fire boat to protect the shipping and dock property in this port was first advanced by the MARINE RECORD just one year ago, and to-day we are able to say that its construction is as well as assured, many of the details having been entered on and the sum appropriated, $20,000, for the purpose will soon become available. It will be seen at a glance in the light of the great lumber fires along the river last September that such a boat will repay her cost ten fold in a very short time, and will not require more men in her management than any steamer now in service. It has been demonstrated that our reliance for water from the river for land steamers is a dangerous one, for the reason that they can not hold available positions from which to do effective work. It is the purpose of the city government to build this fire boat, which should be of non-combustible material and man her with a crew of eight men, consisting of a captain, an engineer, an assistant engineer and five hosemen. Every available foot of space on the boat will be made to give power to the boat, and it will be kept as free from incumbrance as possible to afford greater ease in handling her. The crew, therefore, will not sleep on the boat, but be ready alongside the slip where she will be kept to board her at the proper time.

Quayle's Sons have constructed for a Buffalo firm what might be called an elevating dock to be used in transferring grain from lake to canal boats at that port. This craft has no bow or stern but is square 82 feet long, 36 feet wide and 10 feet deep, and is devided into three compartments, in one of which the machinery and boiler is placed, the other two, one at each end to be made grain tight are calculated to contain about 15,000 bushels. Her cabins will be on deck; also scales for weighing, and the apparatus for transferring the grain. She is flat bottomed and edge bolted. Her boiler was made by the Cleveland Boiler Works and the engine, by Lord, Bowler & Co. Her cost, exclusive of machinery is about $4,000. It is intended that this elevating dock or floating dock, which has been patented by the Smith Transfer Co. will solve the much vexed question of modifying terminal charges on grain so as to conform to the low rates paid for carrying it by lake and canal. From a private circular the following extracts are made: Smith's pneumatic system is constructed upon an entirely different plan and operated in an entirely different manner from all other methods. Instead of lofty wooden structures filled with inflammable materials and dangerous machinery in which grain is exposed to fire, atmospheric influences, insects, vermin, heating, mixing, shrinkage, stealage, etc., the bins or tanks used in the pneumatic system in which the grain is received and stored are constructed of iron or steel of any convenient size best calculated to meet the requirements of the business to be done. These tanks or bins do not need expensive foundations or the protection of buildings, as they are weather, water, and fire proof and afford perfect protection to their contents from all injurious influences. The gravity principle of distributing grain is not used in the pneumatic system, all movements of the grain being accomplished by air currents, thus obviating the necessity of lifting the grain or storing it at a great height above the ground. The process of moving grain on the pneumatic principle is as simple as, and very similar to pumping water, requiring very little apparatus and dispensing entirely with the vast amount of complicated and costly machinery required in the belt and bucket conveyor and steam shovel system and the army of employes necessary to operate and maintain it properly.

CHICAGO.

Special to the Marine Record.

The steamship Tioga made her last trip from Buffalo to this port in 70 hours. She was delayed 3 or 4 hours by foggy weather. She will make better time yet.

The United States man of war steamer Michigan came into port Sunday last.

The pleasure steamer Josie Davidson was in collision with a scow in tow of the tug Mentor on Monday last, and lost her stem.

Owners of a number of steambarges at this port have decided to lay them up, as the low freights now paid will not do more than pay expenses without any profit to themselves.

The steambarge Porter Chamberlain, from Bay City, and consorts Ida Corning, from East Saginaw, and A. T. Bliss, from Oscoda, all lumber laden, arrived at this port last Thursday.

The steambarge George King, from Alpena, and consorts Levi Rawson and C. L. Young, from Au Sable, and John Sherman, from Harrisville, with lumber, arrived on Friday last.

Captain David Dall's schooner John Bean, jr., is at Grand Haven, and is getting repairs at T. W. Kirby's drydock. The hole stove in her port bow, occasioned by collision with the pier at Muskegon was 9x4½ feet.

Chicago Drydock Company—the barge Florence Lester and schooner Scud were in drydock for calking; the schooners Colonel Ellsworth and Melvina and tug Protection were in to get leaks stopped; the schooner Morwood got a new rudder stock; the schooner Ida Keith a new jibboom; the steamer John A. Dix some repairs; the propeller Albany some new bulwarks; the schooner E. P. Royce a new mizzen topmast; the schooner Topsy a new mainmast.

Thomas E. Miller, of the firm of Miller Brothers, ship builders, builders and owners of the fine new sloop yacht Minnie M., was last week elected vice commodore of the Phœnix Yacht Club.

Miller Brothers' Drydock—the schooner Elgen went out of drydock Tuesday; the sloop yacht Ina was in drydock and received a piece of new plank in her bottom; the propeller Juniata got some new plank in her bottom; the schooner M. Capron got a leak stopped; the schooner Phœnix and tug M. Shields were in for calking; the tug Chicago to have her stern bearing fixed; the tug Union for calking; the tug Hackley for a new wheel; the steam pleasure yacht Josie Davidson for a a new stem and some new plank in her bow; the steambarge Tempest to have her stern bearing fixed; the schooner R. P. Mason for calking; the steambarge J. C. Suit for a new shoe and a new Pearson wheel; the schooner S. Anderson is getting her decks calked and a new foremast; the schooner Cape Horn got a new jib boom; the schooner J. D. Sawyer new hatch combings; the schooner Minnie Slauson a new jib boom; the schooner George a new gaff; the steambarge Ida M. Torrent some new plank in her bow.

Captain Sam Moore has purchased the tug Wilson Brothers and will take her to Grand Haven, where Henry Bloecker & Co., marine engineers, will take out her engine, boiler, etc., and place them in a new boat which is being built at Saugatuck by J. Martel for Captain Moore.

Captain J. T. Jacobson, formerly of this port, and John Olsen, engineer, were drowned on the 25th of August by the capsizing of the steam yacht John Davidson on Lake Benton, Minnesota.

Captain Hall says that the report that he is going to construct a vessel after his composite model is a canard, and that it has been circulated for the purpose of injuring his chances to get the office of supervising inspector of steamboats for the Chicago district.

WILLIAMS.

BUFFALO.

Special to the Marine Record

This week has shown, in the main, a little more activity in marine circles, but no improvement in freight rates on coal, notwithstanding large shipments have been made during the week. The advance in grain freights at Chicago has had its effect in centering more than the required supply of tonnage, consequently a depressed state of the market and a blockade to the buoyant hopes of vessel owners here. Around the drydock it has been remarkably dull for the past four or five days, nothing doing excepting a few unimportant repairs.

The barge Maine finished repairs to her machinery Saturday evening, and will proceed up the lake, having on board part of a cargo of hard coal.

Monday night the William Edwards arrived with her big tow, all grain laden from Chicago. The Captain reports that the engineer, when off Port Washington, Lake Michigan, discovered serious breaks in his engine which required great caution, having to reduce pressure of steam to not over 40 lbs. to the square inch on the gauge, and he could not take care of his tow, in a strong breeze ahead, and once or twice had to let go altogether for a time, but finally brought all in safety to their destination.

There is a large amount of tonnage chartered to arrive, mostly from Ohio ports; also a number to arrive, grain laden, from Duluth, and Chicago for coal up the lakes to various points, principally Chicago and Milwaukee.

Yesterday and to-day there were five arrivals from upper lake points and one from Toledo, all grain laden: Australasia and consorts Alverson and David Vance, bound up, with 180,000 bushels of wheat from Duluth; the propeller A. L. Hopkins, from Toledo, wheat; two line boats from Milwaukee and Chicago, corn and flour; one line boat, mixed cargo, from Chicago, mostly corn.

Nearly all the elevators, open for the reception of grain, are full, and if there are not more shipments daily to relieve them others in the pool will have to be opened to receive on storage the amount that is expected to arrive the next four or five days by the Chicago fleet, now dearly due. The stock in elevators here foots up very nearly 4,000,000 bushels, and shipments by canal have fallen off greatly since the 26th and 27th, freights having a downward tendency and boats scarce at the decline.

Receipts at Buffalo by lake last week included 78,170 barrels flour and 1,603,000 bushels grain. By canal were sent eastward 4,127,840 bushels grain. Coal shipments by lake for the week were 52,240 tons, and thus far this season 858,700 tons, against 870,010 tons for last year.

The Express credits the schooner Moonlight with one of the quickest trips of the season. The schooner left Chicago for Buffalo about the middle of the month. She reached Milwaukee on her return trip just fifteen days afterwards. The Moonlight's record for this trip equals the time of some of the larger steambarges, while beating several of that class of craft which left on the down trip about the same time.

The tug Carrington has gone into the Union Drydock for rebuilding.

The barge R. N. Rice has been sold by R. R. Hefford to Patrick O'Day of this city, for $6,800. She is rated at $6,000 in Lloyd's.

The steambarge Maine has been libeled for $1,250 by the Western Transit Company, whose propeller Chicago towed her here from off Port Stanley when her own engine was disabled. The Maine was bonded and released, and left for Port Huron with a coal cargo.

The owners of the schooner F. M. Knapp, have come to an agreement with the underwriters as to her repairs. She will be fitted up in full schooner rig but lighter spars than before and wire rigging instead of rope.

The railroad lines are doing very little in package freight. That is, very little comparatively to the amount of capacity employed.

In the Union drydock there were docked propeller Delaware to calk bottom; barge Hanaford to stop a leak; barge Harman to calk bottom.

At Mills' drydock there were docked steambarge Missouri to put on a new shoe. The shoe is of iron and is to be fitted and forged by the King Iron Works, H. S. Trout, manager. In the same shop there is the crank pin and other parts of the engine of the steambarge Stephen C. Hall, being overhauled; her pin in particular has been giving them a great deal of trouble, and made it unsafe to use it any longer as they could not keep it cool.

September 1st, arrivals are W. T. Frost, Avon, and Annie Smith, all grain laden. Australasia and consorts go to Ashtabula to load on contract. The Onoko came on here from Cleveland, under charter to load hard coal for Chicago; she left last night with a cargo of 2,900 tons. The Progress cleared with 1,900 tons for Milwaukee. Barge Annie Smith, with consorts C. J. King and Lafrinier return to Detroit, light, for another grain freight, if rates remain the same, 1½c.

Mr. C. Rohmer, Buffalo agent for the sale of the MARINE RECORD, has removed his stock of fine tobacco, cigars and smokers' articles, furnishing goods, dunnage bags, oil clothing, rubber coats, and a thousand other things, to the corner of Ohio and Michigan streets, his business having outgrown his old quarters, across the bridge.

WM.

MARITIME LAW.

MACHECA AND OTHERS v. THE GULNARE. —AUTHORITY OF MASTER.

Circuit Court. E. D. Louisiana. June 27, 1885.

Admiralty Appeal. Libel on a draft for supplies furnished in foreign port.

Pardee, J.

February, 1884, the steamship Gulnare, D. W. C. Kells, master, cruising in Carribean sea, looking for a cargo of fruit, entered the port of Livingston, Guatemala, in need of fuel. There was no coal market, nor supply of coal, nor coal dealer, in that port. All the coal in port belonged to Anderson & Owen, who had just received about 15 tons by steamer from England, for their own use in supplying a small steamer run by them up the river in that country. According to the statement of the master, he applied to Anderson & Owen to supply him with coal, which after repeated solicitations and a great deal of talk, and as a personal favor to him, they agreed to do to the extent of the 75 tons aforesaid, on consideration that he would give a bond to return the same amount of coal on the return of the steamer, or on the next steamer of the Macheca line visiting that port.

The bond was to consist of a draft on the ship's agents at New Orleans for $800, which would be $20 per ton for the coal, which draft would be considered canceled when the coal was returned. The draft was not considered as fixing the price of the coal; it was merely a bond to secure the return of the coal. The statement of Mr. Anderson agrees substantially with that of the master. He says:

"We told him (the master) that we were not in immediate need of it, and that if he would guaranty to return it by next trip of the Ella Knight, or by the next steamer of the Macheca line, he could have it, and we would charge him nothing for it. We simply required him to replace the coal. He said all right, he would return it. We told him that in the event of the coal not being returned it would put us to inconvenience, because we needed it to mix with our wood. We told him the coal was worth to us twenty dollars a ton,—three hundred dollars,—and he agreed to give us a draft on his agents, Woodward & Wight, for the value of the coal at twenty dollars a ton, and if they return the coal the draft was to be considered canceled. That was the verbal agreement we had with Captain Kells. They didn't return the coal, and when we forwarded the draft they declined to pay it."

The coal was furnished, and the draft now sued on was given. It seems by the testimony of Anderson that the draft was not to be sent on for collection, but was to be retained to give an opportunity to return the coal. After waiting about 90 days the draft was sent on here for collection. The payment of the draft being refused, the present suit was brought to recover the full amount of the draft. The evidence is conflicting as to whether the master of the Gulnare, on reaching the port of New Orleans, notified the owners and agents of the Gulnare of the contract as to the return of the coal and the drawing of the draft, but the weight of the evidence is that such notice was given, and that thereafter, and before the draft was forwarded for collection, there was ample time to have returned the coal according to the contract.

It seems that after the draft was received at New Orleans for collection that the agents of the Gulnare offered the attorneys holding the draft to settle by returning the coal, or by paying therefore at the rate of $12 per ton, but neither was done. After suit was commenced, however, the agents of the Gulnare paid and tendered in court $180, with interest from February, 1884, as full compensation and payment for the coal, being at the rate of $12 per ton. There is no doubt that the master had the authority to make the contract as it is shown to be by the evidence in this case.

"The master of the ship is the confidential servant or agent of the owners, they are bound to the performance of all the lawful contracts made by him relative to the usual employment of the ship, and the repairs and other necessaries furnished for her use." The Aurora, 1 Wheat. 102.

There is no suggestion that the contract in this case was unlawful.

"The owner is personally responsible for all the obligations which the master, within the scope of his authority as master, incurs to their full extent, whether arising *ex contractu* or *ex delicto*, and it is not known that any other than a special statute limitation, which marks what the general rule is, has ever been introduced into this country by way of usage or otherwise." Curtis, Mer. Seam. 199, and note citing cases.

"Every contract of the master for repairs and supplies in a foreign port imports an hypothecation." Id. 200, and cases cited.

As the contract was lawful, and is binding on the ship and owners, I see no good reason for not enforcing it. The claimants urge that the master never notified them in time so that they could return the coal. The master swears he did; but it is immaterial. It was the master's duty to have informed them, but Anderson & Owen are not responsible for his neglect of duty. If the master had dumped the coal in the port of Livingston it would not affect the libelants' rights. It is also urged that the draft was withheld and not presented in time for them to comply, and that they were not in default until the draft was presented. The proof is that the agreement was that the draft should be withheld to give time to return the coal. It is urged that the price of $20 per ton is exorbitant, and that coal, in the port of Livingston, was not worth at the outside over $12 per ton. The evidence supports the claim as to the actual merchantable value of the coal in the port of Livingston; and this makes it clear that the Gulnare's owners and agents ought, in their own interest, to have taken the option given them by the contract, and have returned the coal in kind.

The case shows that the claimants neither returned the coal nor paid, but compelled Anderson & Owen, who, all through the case, appear to have acted in a generous and friendly spirit towards the ship and owners to follow the ship to this country and involve themselves in expense and litigation to secure the return of their own. The kind of favor that was shown the Gulnare in her necessity should be encouraged and rewarded in a court of admiralty. If Anderson & Owen had been coal dealers, or had sought to take advantage of the Gulnare's necessities, or had even furnished the coal for chance of gain, there might be some reason in applying technical rules to defeat their demand; but, as the case is, I am clear that they are entitled to the full amount of the draft sued on.

Let a decree be entered for libelants for $300, and all costs against the claimants and their sureties on the release bond.

ELECTRIC STEARING GEAR.

An attachment to the stearing gear of a vessel, the invention of Mr. C. H. Washburn, has demonstrated by public trial that it will secure practical and popular favor when its merits have become more generally known. It works automatically, and by it the control of the rudder can be taken out of the hands of the man at the wheel and assumed by the officer on the bridge in charge of the vessel. It will assure the sailing master that he can at any moment retrieve any mistake made by the wheelsman in case his orders have been misunderstood, which fact will serve to strengthen his confidence in a crisis, and at the same time it will assure him that he will not be made responsible for a disaster occurring through a mistake of a wheelsman. The following details explain the working of the device, which, we think, will be of interest to all readers:

A cylinder, something like the cylinder of a steam engine, is secured athwartships at any convenient place about the deck. In this cylinder is a piston with a piston-rod attached, which projects through each end of the cylinder, each end of the rod terminating in a hook. The chain leading to starboard from the tiller is taken through fairleaders to the hook on the starboard end of the piston-rod, and the port chain is taken to the port hook. The tiller will be thrown from one side to the other, according as the piston is moved in the cylinder. To operate the piston compressed air is admitted on one side or the other as wanted, by means of a rotary valve of peculiar construction. This valve is worked by the piston-rod of a small cylinder operated by compressed air much as the big one is, but its valve is opened and closed by means of an electric current running through magnets. This electric current is in turn controlled by the movements of an attachment to the mariner's compass in the wheelhouse. This compass is composed of the ordinary bowl, supported in the usual manner, and containing the usual balanced card. Above the card is supported a rocking bar properly insulated and having an arm extending perpendicularly through it. Two contact plates are secured to each side of the supporting frame. When the ship leaves the course on which she has been headed, and for which this rocking bar has been adjusted, the card indicates the variation, and a connection is formed between the bar and the contact plates, and a current of electricity is transmitted from a convenient battery to the valve of the auxiliary cylinder, and thus the valve of the big cylinder is opened, its piston is thrown to the proper side, the rudder is thrown over, and the vessel resumes her course.

In addition to the compass control, an inter-locking system is so arranged as to operate the magnets by the movement of the wheel in the pilot-house, or by the hand device upon the bridge. It is so arranged that when the automatic device is in operation the circuit connecting the hand device does not act, and when the wheel is in operation the compass circuit is broken. When the lever on the bridge is lifted both the other devices are inoperative, but when dropped again the device previously in operation will resume automatically. During a stormy or foggy night the officer on the bridge sees a light ahead and shouts at the man at the wheel to "hard-a-port." The wheelsman misunderstands the order, and throws his wheel the other way. The officer on the bridge at once renders the steersman powerless by lifting the lever. He pushes it a few inches to one side, and the helm is thrown over. The rapidity with which the device works is one of its strongest points.

A WRECK OF THIRTY YEARS AGO

The Sault Ste. says: "For a couple of weeks there may have been noticed a small scow anchored in the river above the rapids about a mile southwest from the canal lighthouse. From this little craft a diver has been engaged in exporing and removing the cargo from a vessel which was sunk by the explosion of her boiler a little over thirty-two years ago. The wreck is that of the old propeller Independence, the first propeller that was engaged in trade on Lake Superior. We have spoken in a previous issue of the work which is being done on the wreck at the present time, but we were fortunate enough to get from Mr. Theophile Goudreau, the diver who is working on the vessel, an extended account of what he has been doing and how the old wreck looks in its watery tomb which it has now occupied for over a quarter a century, and from his conversation we gather the following:

The Independence left on her last trip into Lake Superior in the fall of 1853. She was filled with supplies for upper lake ports and numerous passengers She had gone only about a mile from the dock, and was only about three hundred feet from the present channel when the boiler exploded and sunk the vessel almost instantly. She lies in from forty to fifty feet of water, and one half of the boiler is on the outside of the hull, where it was thrown by the explosion, and the other half is in the hull. As the wreck now is nothing but the hull remains. The cabin was pretty well used up by the explosion, and subsequently parties have blown the deck and upper works off in order to get ready access to the hold. Only a small amount of the deck remains, and the hold is open with fully one half of the cargo still remaining in it. Mr. Goudreau worked on the boat some three or four years ago, and succeeded in getting out quite a quantity of steel and other stuff of some value. During the two weeks he has been engaged this summer, he has succeeded in raising her pony engine, which is entirely uninjured. He has also recovered among the cargo a quantity of nails and gun shot. Among other things two barrels of pork and two of butter have been brought to the top. They are rather the worse for their long confinement under the water, but will be of some value to make machine oil. Mr. Goudreau states that his stirring up the cargo has been a bonanza for the fishes. They come around in swarms, and glut themselves with the tibbits that float around. Some of the pickeral are so fat as to be almost blind and the diver has frequently caught them with his hands. The chief object of Mr. Goudreau's search is a large quantity of whisky which the Independence is said to have had aboard, and if it is discovered to be amongst the cargo it will prove a valuable find. Mr. Goudreau is as good a diver as can be found on the upper lakes, and in the absence of any more profitable calls is trying his luck in this venture, and hopes in case of success to receive a reasonable profit.

Among other things brought to the surface is the clerk's book of this lost propeller. It has been under water all these years, but it is said the names and all the writing it contains, even including pencil marks, remain perfectly legible.

The first entry made in this relic of a generation now grown old is dated May 6, 1849, and designates the trip as "No. 1, from Sault Ste. Marie to Lake Superior," the clerk who made the entry evidently being, just at the time somewhat in the dark as to what the boat's destination was. The return trip of "No. 1," however, is "from E. river to St. Marie, 21 May, 1849," which shows that the propeller went only to the former place. There was quite a list of passengers each way, on the up trip, all bound to Eagle river and Eagle harbor, and going down all bound for the Sault. Among the names are many who have since become well known on the lake, and a few who are still living. The names of T. Edwards, W. and Mrs. Ward, and J. Sentor appear, all registered for Eagle harbor. The second trip, was "from St. Marie to Lapoint, June 1, 1849," Eagle river, Eagle harbor, Isle Royale, and Ontonagon being the objective points. The third trip was in August, and was from the Sault to Eagle river and return. Seven trips altogether were made in '49 the Independence arriving at the Sault on her last trip November 19. The business was all done that season between the Sault, Eagle Harbor, and Eagle River, Isle Royale and Ontonagon. The ports which to-day are doing the bulk of that kind of business were then unknown as such.

The old book contains the record of four seasons, that of '49, '50, '51, and '52.

The damage to the schooner H. M. Scove by going ashore on Fox Point is about $700, and to the James Garrett about $150. The owners will attempt to hold the tug responsible.

RAFTING ON THE UPPER MISSISSIPPI RIVER.

Written for the Marine Record.

BY THE SECOND ENGINEER.

PART III.

The channel of the Mississippi river is continually changing, and a prominent bar will stand to-day where the best water was last season. To the steamboat pilot these variations are of great moment, as they are able to put a steamboat anywhere; but to a floating raft they were of serious consequence, inasmuch as a raft could not be backed up and turned into any other place, but her course, when once shaped, was inevitable, and her doom or success depended upon the skill of the pilot. The pilots, like other men, were different in ambition and temperament. Some were studious, others were not. Some shaped the channel, with its constant fluctuations, like a map in their mental vision, and they so studied every bend, shute or bar that it was possible for them to tell at any stage of the water what the draft was at a certain point, and they could tell exactly how a raft would float, whether "she'd hit the bank or not." These men were students and would have created a fame in almost any branch of industry. This class of pilots were what was known as "easy floaters," for, possessing a thorough and analytical knowledge of the river's vagaries, endowed with perfect mental poise, combined with a strong will and unflinching nerve, they knew just how much it was necessary to "pull," in order to flank a raft into a certain position. Though destruction seemed inevitable at times to their experienced eye, there was no danger, and they would let her quietly glide along at points where another and less confident man would pull and cross pull until his men sometimes seemed ready to fall from fatigue.

Another class of pilots, though equally well posted in the river at its different stages, yet being endowed with less power of control and with less nerve, could tell exactly how a raft would drift at a certain point, yet would lose confidence at the fatal moment, and would "pull 'er" only to "hoss 'er back" again.

Lastly came the pilots who never gave the river a thought, but "turned 'er loose," and if she hit it was all right; anyway so they "got 'er down." Some of these men, however, were easy floaters.

The difference in pilots led to rivalry, which, extending to the men, sometimes caused serious conflict when two or three crews met upon the same steamer going up the river. There are, in every line of business where muscle rather than brain is the necessary attribute of success, men of an extremely aggressive nature; men who, though they be in the minority, numerically speaking, sway and control the majority. It was this few aggressive spirits among the many who brought on the conflict when there was any, and who gave the vast army of raftsmen the name that for so many years condemned them to social ostracism, and made them the terror of steamboats.

Our history so far has been confined to lumbering, and it is necessary to speak briefly of the log rafting also. As the lumber interest of the northwest began to develop, mills were built in lower river towns, to which floated log rafts were taken. The process of floating the log rafts was identical to that adopted for lumber. In building primeval log rafts the logs were laid side by side, forming strings of about the same length and width as strings of lumber, and they were fastened with what is known as a "binder," which consists of poles being laid across the string, about the center of each tier of logs. These poles were then fastened by lock downs and plugs, the lock downs being strips of some flexible timber, generally a specie of oak, cut about three quarters of an inch wide by an eighth of an inch thick, which were bent in the shape of a bow over a cross pole, each end of the lock down being placed in a hole, into which a plug, also of oak, was driven. The result of this style of rafting logs caused them to bore each log, and as these lock downs were continually breaking and new holes being constantly bored, caused such serious loss of timber that some other plan had to be adopted. In the early days of rafting the plugs and lock downs were made by the men as they were used, but later on they were manufactured by outside men who sold them by the hundred.

An important adjunct to a Mississippi raft is the check or snubbing works. This useful appendage is constructed by taking a large timber and beveling the edges off to represent a "cavil." This timber is then pinned fast to the raft cross-wise. Two smaller timbers are then laid on this large one, one at each end, running fore and aft, with the end extending over two or three feet. The whole thing is then pinned fast,

and looks as if a log cabin had been contemplated by the laying of the foundation. This crude structure is what the raft is landed with. When the pilot desired to land a "floater," he pulled as near the shore as he could, generally selecting a point where there was but little current. The end of the check line would then be run ashore, and the pilot, taking three or four turns around the horns of the check works, and by gradually playing the line out, would succeed in stopping the raft. Often twelve and fifteen hundred feet of the inch line would be swinging behind the raft before it would be stopped, and frequently the line would smoke from the tension and friction upon it, and at last part just as they thought everything safe for letting the raft go, and even sometimes losing the lines.

In the early days of rafting the question of provisions was of considerable importance, for, as there were no towns along the rivers, the store had to be laid in at the starting point, and consisted of the coarsest of food, such as salt pork, with beans and bread. Ice, butter and milk were not dreamed of, while for fresh meat they depended on the purchase of it if they had any at all, from the few farmers who had settled along the rugged shores. However, this was all changed before the final decline of floating rafts, and they lived upon a raft as well as any of the river boats, even to the finer touches of pastry. When it became necessary to replenish the larder, they would send a skiff ahead to some town or farm house.

In floating days when they run nights, unless the men were hired by the trip, they received extra pay, and a crew would run for days and days, getting no sleep only such as they could catch between "pulls." There was something weird in the sound of the pilot's voice upon a dark still night, to hear him sing out, "right on the stern," then to hear the distant answer come floating back as the words were repeated by the man on watch, "right on the stern," and then in a moment, when each man had grasped the ponderous ore and lifted it over his head, the ten or twelve men would take the regulation four steps, to which the creaking of the oars gave its dismal echo. The pilot, walking back and forth, like the officer upon the bridge of a vessel, would peer into the almost impenetrable darkness, watching the position of the raft, which, when proper, there would float, out in full cadence, the glad sound, "hold on the stern," and then all would cease, and each man would drop upon his blanket and sleep would in an instant imprison him.

The schooner R. B. Hayes lost her mizzen topmast by collision in the river at Chicago Thursday.

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Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m

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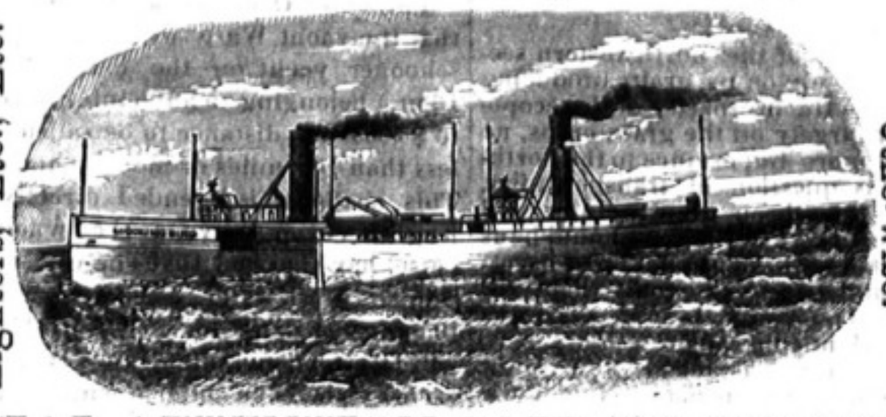

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, August 25, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended August 22, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
126,314	.....	Sc.	Glemmie Travers,	85.32	81.05	Baltimore, Md.
120,623	.....	Sc.	Frank,	10.20	9.60	do
85,895	.....	Yt.	Glooskap,	7.54	7 16	Boston, Mass.
76 594	.....	Sc.	I. W. Spagat,	8.33	7.93	Norfolk, Va
140,780	.....	Sc.	Leonidas C.,	17.21	16.36	Galveston, Tex.
140,781	.....	Sc.	Litt e Willie,	9.88	9.39	Crisfield, Md.
116,064	.....	Sl.	Sergeant,	7.92	7.53	Lawrence, N. Y.
161,542	.....	Lug.	Venus,	6.05	5.75	New Orleans, La.
			STEAM VESSELS.			
157,154	.....	St. p.	Dora Mary,	49 46	24.79	Nashville Tenn.
130,342	.....	St s.	Nirvana,	58 54	29 66	Ogdensburg, N. Y.
110,681	.....	St. s.	Richard R. Endress,	31.05	15 53	Sault ste Marie, Mich.
116,063	.....	St. s.	Shriver Bros.,	17.33	11.31	Saugatuck, Mich.
116,065	.....	St. p.	Sam'l. B. Wiggins.	439 93	439 93	St. Louis, Mo.
			UNRIG'D VESSELS.			
46 344	.....	C. Bt.	Jessie M. Caddy.	121.11	115.06	Whitehall, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

FOR SALE OR EXCHANGE.

ENGINE—The undersigned offers for sale or exchange an engine 34x36, low pressure, with boiler and connections. The engine is in good shape. Will trade for barge or tug. T. CURRIE, Port Huron, Mich.

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E. W DONOVAN, Proprietor.

The Nickel Plate!

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation		*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., §10.50 a. m., §5.45 p. m., §1.35 p m

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m., §8 45 a. m., §12.15 p. m., §4 25 p. m.

*Daily except Sunday. §Sunday only.

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1885. Steamers of the above line 1885.

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For Toledo Steamer FLORA leaves Detroit every Sunday evening at 9 o'clock. Returning leaves Toledo Tuesday at 8 o'clock a. m.

For Cleveland, Lorain and Huron Steamer ATLANTIC leaves Detroit every Thursday morning at 9 o'clk. Returning leaves Cleveland Friday at 8 p. m.

For rates of freight or passage apply on board the boats or to GEORGE CHAMBERLAIN, Agent. Dock foot of Superior street, Cleveland, Ohio.

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The Marine Record.

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A. A. POMEROY, Editor and Proprietor.

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Articles, letters and queries on all subjects are solicited.

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CLEVELAND, OHIO, THURSDAY, SEPTEMBER 3

STATE POLICY.

The Chicago Inter Ocean graciously commends the state of New York on the liberal policy it is likely to take in regard to the enlargement and improvement of the Erie canal, the ally of lake navigation, as outlined by the recent convention of representative men from the several districts of the state. The importance of the Erie canal to the commerce of the country is illustrated by the statement that during the season of 1884 there were delivered at the port of New York by way of the canal 37,501,424 bushels of grain, while the total receipts by all the railroads were 28,049,020 bushels, an excess in favor of the canal of 9,452,404 bushels. The Inter Ocean acknowledges that the improvements are necessary, and should be entered on at once, that the great state of New York should not tarry for the logrolling and dilatory action of the national government, but should, in its own might and sovereignty, furnish the necessary capital to do the work, insisting that the Erie canal has given to New York state her great prestige and wealth among the states; that Erie has furnished cheap means of transportation to the grain producers of the states west of Chicago, viz.: Illinois, Wisconsin, Iowa, Nebraska, Minnesota, Missouri, Kansas and the Territories of Dakota and Montana, giving over 7,000 miles of navigable water-way, and enabling them to get their produce into market on the seaboard at one-fourth the rate that would prevail by all rail route did Erie canal not wind its way from the lakes to the seacoast, and holding that it should not be allowed to go into decay, and thus make abortive the object which prompted the legislature of the state to make it free of toll, that of holding a check over the rapacity of the railroads, to enable our independent farmer to realize something from the sweat of his brow, and in order that American cereals might compete in foreign markets at a price that would make a reasonable profit for the producer, carrier, handler and exporter. But, when the elevator people get their shovel in they destroy the intent of this system and the grain receives a fresh tax of 20 to 60 per cent. at each terminal point, levied by the storage elevators at Chicago, and again by the elevating companies at Buffalo. It is to be hoped that the pneumatic system of docks for transferring grain from lake carriers to canal boats will serve to solve this question of terminal charges, an experiment which will be tried in Buffalo in a short time, Mr. Smith, the inventor, claiming that this new mode of elevating will dispense with the services of shovelers, add nothing to the cost of handling heated grain; cool, dry, and improve it without extra trouble, establish a good ventilation, and change a dangerous and expensive operation to one of safety and economy; that its identity will be maintained and its preservation for any length of time secured without extra expense.

While acknowledging that the enterprise of New York regarding the enlargement and improvement of Erie canal is very appropriate and proper, and is to the aggrandizement of that state, and that it will be of untold value to many states west of Chicago, the paper quoted above is not willing to see the beauties of the same theory if applied to the pet job of the state of Illinois, (we refer to the Hennepin canal). and is willing to wait quietly for the log rolling, ponderous action of the general government to furnish the means necessary for its construction. The Inter Ocean says, in this interest:

"As the wealth of the northwestern section is based largely on its grain producing capacity, and as the prosperity of the people depends very largely on the grain crops, no question is of more importance to the northwest than this question of transportation. All the states have been greatly interested in railway construction. They should be as much interested in the construction of necessary canals, and among all canals that have been talked about, none is so necessary as the proposed Hennepin canal.

"If the Erie canal has made New York the Empire state, and has made New York city the metropolis of the country, the lack of the Hennepin canal or some connecting link corresponding to it may reduce the rank of both the state and the city, because Canada has a competing line from the northwest, which is being improved with the intent to command the northwestern grain trade. It is possible for those interested in the Canadian waterline to bid against New York in Chicago and throughout the northwest. New York is even more interested in the consrtuction of the Hennepin canal than is Chicago, but more than either city and more than all other localities the farmers of the northwest are interested in the construction of the canal that will give a free waterway from the Mississippi to New York city. Improvements that will open such a line of transportation will exercise more influence on the future of the grain trade than any other agency."

A direct suggestion for New York, after having realized the benefits of her liberal policy regarding Erie canal, to go west and assist the people of Illinois to build a Hennepin canal, sixty or seventy miles in length from the town of Hennepin to the Mississippi river, by her representatives in Congress, in order that an unbroken system of water transportation may be effected from mart the Mississippi river to New York city, the great want of the country. We acknowledge that unbroken water transportation is desirable, and that by using the pneumatic elevating docks referred to above for transferring grain from Hennepin canal boats to lake carriers, and again in performing the same service at Buffalo from lake carriers into Erie canal boats we would be able to lay down cheap grain in New York, but can not conceive why the people of Illinois and the press of that state, knowing the measure of the benefits they would realize, do not adopt the liberal policy of New York and go to work and dig the Hennepin canal. Everyone interested in lake and river traffic is well aware that the Hennepin canal job and the Galveston harbor scheme, both riders to the river and harbor appropriation bill through the last session of Congress, were the factors that conduced more to the defeat of that bill than anything else, and it will ever be so. We therefore say to the people of Illinois, contract your liberal policy of donating lake front property to railroads, emulate the known purpose of New York in regard to Erie canal, by digging the Hennepin canal, and let the necessary appropriation bill for the improvements of harbors and rivers come before Congress without being hampered by the Hennepin canal rider, which will involve millions of dollars.

In order to eke out an existence, the line boats load the lower hold full of coal at current rates and take a deck load of package freight, say five to seven hundred tons, which at one time in our history would have been quite a large load. This leads us to say we are overgrown speculatively, and are truly incapable of judging what our actual wants are. We cannot loose sight of a gigantic mistake that was made in our parent country some years ago. The great idea conceived by too eminent men to construct a mammoth ship, destined to carry an immense cargo, with dimensions beyond anything ever heard of before, and to monopolize the entire commerce of some distinct route of trade between great Britan and some foreign country, then in view of the progressionists. These were the ideas of such men as Scott Russel, the great ship builder of England, and of Mr. Brunell, the eminent engineer of Great Britain, many years ago. Well, the conception was a baby named the Great Eastern, which is still fresh in the memory of many men of the present day. Does it require any more than to say she was a baby of premature birth, and all the paternal care and foresight, could not bring her to maturity, because she was borne out of due time? The final result was that every company, that had anything to do with her became bankrupt, and every attempt made with her was a failure, except the laying of the submarine cables, and she did not excel in that, and was converted into a coal hulk to be a monument to show how prone the human family are to run in ruinous ruts, and how the learned are visionary and unreliable in their judgment as to the proper time to act. However, it is well to see men with advanced ideas; and we appreciate them, provided they are not too far in advance of the times.

The Inter-Ocean announces on authority that the yacht Wasp will sail any sloop or schooner yacht on the lakes (except the Idler,) belonging to any club, for from $500 to $5,000 the distance to be sailed to be not less than 100 miles or more than 500 miles. This challenge is intended directly for the English cutter Verve, as the owners of that vessel have boasted that she can beat anything on fresh water. The Wasp will sail her 100 miles or more for $500 or $1,000, and will allow her ten miles in every 100. Any yachts from Lake Ontario which may desire to accept the general challenge are informed that if they do not win the stakes the expense of bringing them here and back will be paid by the Wasp.

The Lake Carriers Association, after reciting the needs of lake commerce, relative to the improvement of St. Mary's River, urge that an appropriation of $500,000 with which to begin the work be made by the next session of Congress, and Colonel O. M. Poe's recommendations regarding the construction of a new lock, 70 feet wide and 700 feet between gates, with 21 feet of water on miter sill, be followed to completion; also, that an additional $500,000 be appointed for improving Hay Lake channel.

Superintendent Kimball has arranged for the establishment of life saving stations at the following places: Sturgeon Bay Canal, Wis., Pentwater, Mich.; White River, Mich.; Frankfort Mich.; and South Haven Mich. Proposals have been invited for the construction of the necessary buildings.

NOTICE TO MARINERS.

GRAND MARAIS LIGHT-STATION, MINNESOTA.

Notice is hereby given that on and after September 1, 1885, a fixed white light of the 5th order will be shown from the lighthouse recently erected on the outer end of the breakwater, Grand Marais Harbor, Minnesota.

The apparatus lights 180° of the horizon, and the focal plane is 38 feet above the lake level.

The light should be seen in clear weather, from the deck of a vessel 10 feet above the lake, 12¼ statute miles.

The structure is a square white pyramidal tower, surmounted by a lantern, painted lead color.

The approximate position of the light house, as taken from the lake survey charts, is as follows:

Latitude, 47° 44′(50″) North.
Longitude, 90° 20′ (00″) West.

A fog bell, struck by machinery, will be sounded, giving a double blow at intervals of 30 seconds during thick and foggy weather.

CHARLEVOIX PIER HEAD LIGHT STATION, MICHIGAN.

Also that, on and after the same date, a fixed red light of the 5th order will be shown from the lighthouse recently erected on the outer end of the north pier at the entrance to the harbor of Charlevoix, Lake Michigan.

The apparatus lights the entire horizon, and the focal plane is 37 feet above the lake level.

The light should be seen in clear weather, from the deck of a vessel 10 feet above the lake, 9¾ statute miles.

The structure is a square, open frame tower, surmounted by a lantern, all painted white.

The approximate position of the lighthouse, as taken from the lake survey charts, is as follows:

Latitude, 45° 19′ (15″) North.
Longitude, 85° 15′ (21″) West.

By order of the Lighthouse Board,
STEPHEN C. ROWAN,
Vice Admiral U. S. Navy, Chairman.
Office of the Lighthouse Board,
Washington, D. C., August 12, 1885.

ADVERTISEMENT.

ICE PIER AT POINT PLEASANT, W. VA.

U. S. ENGINEER OFFICE,
CUSTOM HOUSE,
CINCINNATI, O., Aug. 25, 1885.

SEALED PROPOSALS in duplicate will be received at this office until noon, local time, on Tuesday the 15th day of September, 1885, for furnishing material and building one Ice Pier in the Great Kanawha River, near Point Pleasant, W. Va.

APPROXIMATE QUANTITIES OF MATERIAL.

119,025 feet B. M. Oak Timber.
8,000 pounds Iron Drift Bolts.
1,600 cubic yards Riprap Stone,

Specifications and blank forms for proposals will be furnished on application to this office. Letters asking specifications should be marked "Official Business" on the envelope.

WM. E. MERRILL,
Lt. Colonel of Engineers.

TOLEDO HARBOR, OHIO.

U. S. ENGINEER OFFICE,
CLEVELAND, O., August 22, 1885.

SEALED PROPOSALS in triplicate, addressed to the undersigned, will be received at this office until 11 o'clock a. m. Saturday, September 12, 1885, for dredging 130,000 cubic yards, more or less, of mud, clay, sand, etc., from a section of channel in Maumee Bay, on straight line from a point near where the present channel trends toward the east to a point near where Ottawa river or creek crosses the line of proposed channel. The quantity depending upon the rate at which the work is done.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $20,000.

L. COOPER OVERMAN,
Major of Engineers.

[*Around the Lakes Continued from 1st Page.*]

DETROIT.

Special to the Marine Record.

It is the same old saw "there is a good time coming, boys, just wait a little longer," and this to the same old tune which, if verified, must hasten along very soon, as it is but a few weeks at most ere navigation closes and the bottom drops out. A Cleveland vessel which quite recently brought coal here, thence wheat to Buffalo, was $10 out on the trip. Another craft (of course I must omit names) which took grain from here to Buffalo and brought back coal, was $16 short. Now if these were on the other side of the margin they would present rather a discouraging state of affairs, but as it is, what are vessel owners going to premise for the future? Of course there are some who can worry through until the close, while others, in the event of disaster, will wish they had disposed of their floating stock or not fitted out at all. The few vessels that lay by here for a short time have again sallied forth, and on one occasion last week there was not a vessel in port save steamers which daily arrive and depart. Beside this there are but few or no seamen in search of berths. Yet for all this freights rule pretty much as they have all season, and we are given to understand that they are firm: Wheat, Detroit to Buffalo, 1½c., to Oswego, 4c., and in one instance at 3½c.

Captain Thomas D. Allen, of this city, who for some time past has been prospecting as to the future, has purchased a one-sixth interest in the Au Sable Transportation Company, who own the steambarge Salina and consorts C. H. Weeks, Keepsake and Shiawassee. Captain Allen will assume command of the steamer in person, and from past experience knows how to do it.

The tug Charleton was dispatched a day or two since to the relief of the steamer Frances Smith, stranded near Bruce Mines, got her afloat and towed her to Owen Sound for repairs which will be somewhere about $3,000. This, however, will include the total damages.

The propeller Saginaw Valley was taken into the Detroit drydock to readjust her wheel which had become loose.

The steamship Continental and consort Magnetic are two as fine looking vessels as pass this port. They passed down Saturday afternoon and were highly spoken of by parties on the wharves.

The steambarge Empire has laid up at Windsor, and will remain there until the good time arrives.

There is just now a contention or dispute as to facts among insurance companies, arising out of two losses which occurred during the present season, and appear about as follows: Early in the season the steambarge Buckeye, formerly one of the old Northern Transportation Company's propellers, stranded on a rock in Georgian Bay and immediately afterward took fire and sunk. She was insured both as regards the perils of navigation as well as fire. The tug Kate Moffat, of Detroit, about the same time also stranded and burned up. Here are two parallel cases and neither loss has so far been adjusted. The point in dispute is whether they were fire or marine losses which will doubtless have to be decided by the courts, and will probably prove a fat take for some acute lawyers,

The schooner Unadilla arrived here a day or two since with lumber, to be discharged at the River Rouge, some six miles below this city. On being towed there it was found she was drawing four and a half feet of water more than was on the bar and consequently had to be towed back to the city and lighter a portion of her cargo.

The propeller Anna Smith, disabled at Buffalo, had a new wheel shipped to her from this port.

The schooners Lafrinia, J. C. King and Rival, which loaded wheat at this port a few days since for Buffalo, on arrival at that port were short, respectively, 39 bu., 31 bu., and 35 bu. It was taken from the Detroit, Grand Haven and Milwaukee elevator.

The propeller Conestoga underwent some repairs at the Detroit drydock on her recent passage up.

The schooner E. G. Benedict, which conveyed the steam pump to the scow Eugenie Vista, stranded at Tyrconnell, has returned to port.

While the schooner Unadilla was being hauled out on the marine railway at Trenton, the cable parted and she slipped off into the mud. After being released she was towed back to Detroit and put into the drydock for overhauling.

Local insurance men, interested in cargo risks, met in this city on the 26th, and advanced rates about 50 per cent, which now rule as follows: To Buffalo, A1 and A2, steam, 20c.; A2½, steam, 25c.; A1 and A2. sail, 25c.; A2½, sail, 35c. To Oswego

A1 and A2, steam, 30c.; A2½, steam, 35c.; A1 and A2, sail, 35c.; A2½, sail, 50c. The rate to Cleveland is 75 per cent. off the Buffalo rate, and that to Ogdensburg, 5c. added to the Oswego rate.

The new steamship Tioga, during heavy weather, on the passage from Buffalo to Detroit, made the run in 24 hours and 16 minutes, which is a good record, yet there are no boastings that she can eclipse the time made by the H. J. Jewett.

Wood and coal by vessel are arriving at this port in fair quantities, while that of lumber is not so great.

The schooner J. I. Case which was seized for a tow bill, amounting to $787.50, at Wyandotte, was bonded on Friday and left for Toledo to take a cargo of coal to Chicago.

The scow Endeavor was libeled at this port on a claim for dockage.

It is now well assured that the steamer Milwaukee will be brought to Detroit for repairs. The tug M. F. Merrick has been engaged to tow her to this port.

The schooner Mary Battle, since in the hands of her new owner S. A. Murphy, Detroit, has been renamed the Detroit.

The steambarge Anna Smith, upward bound, with the schooners Lafrinier, and J. C. King in tow, while in the passage broke down and had to cast them adrift. They, however, sailed up to the mouth of the river and were towed up to the city by a harbor tug.

Mr. Murphy, who has returned from the Sault river where the work of raising the Quebec is going on, states that she has been floated a considerable distance from where she went down, and now lies with bows in 60 feet and her stern in 90 feet of water, and is gradually being moved into shoaler water by means of hydraulic jacks which is a tedious process owing to the rocky bottom. Mr. Murphy, however, is confident that he will have her up which will be recorded as one of the greatest feats in wrecking ever known in lake history.

James Quinn, the submarine diver of this city, has gone to Sand Beach, on a contract to put on the iron plates for the new breakwater there.

The shipments from the Marquette and Menominee districts this season, up to the 12th of August, were, from Marquette, 370,405 tons of ore, 1,570 tons pig iron; L'Anse, 19,136 tons ore; St. Ignace, 48,248 tons ore, 2,616 tons pig iron; Escanaba, 299,477 tons ore; Menominee, 408,847 tons ore. Grand total of lake shipments, 1,126,977 tons. The Minnesota Iron Company's shipments by lake from the port of Two Harbors, up to the same date, were 153,367 gross tons.

The steam yacht Sigma, recently owned in Detroit but now of Toledo, passed up on Saturday with a pleasure party on board, en route to the Oaklands on the River St. Clair, to remain over Sunday.

The new lighthouse at Sand Beach is fast approaching completion and now awaits the fog signals in order to go into operation.

The steambarge Manistique and tug Torrent passed here on Saturday with a raft belonging to Alger, Smith & Co. It contained 1,500,000 feet.

There appears to be but little or no diminution in the number of vessels passing Detroit, which are chiefly of three classes, viz.: Side wheel, propellers, steambarges, and tow barges. Schooners have considerably fallen off, and although many are yet on the move they have been partially dismantled, and, with few exceptions, no longer come under that head. The class known as barkentines has almost entirely disappeared, and as to brigs they are entirely of the past.

The Anchor line steamer Conestoga broke her crank on Lake St. Clair Wednesday, and after lying thus helpless for several hours returned here for repairs.

The steambarge Alcona and consorts Winona and Gardner have been chartered to carry 3,000,000 feet of lumber from Lake Superior to Bay City.

The arrival from Cleveland of the new steamer Darius Cole was expected here on Sunday morning, but at this writing, Tuesday, she has not been reported. On her arrival and after a minute inspection, from twenty-five years of experience, I will give it as it is and not beyond one jot or tittle.

A final decision has been arrived at in the suit of the Minor Lumber Company against the propeller Republic and her consort, the schooner Grace Holland. It was brought as a result of a collision near Belle Isle, Detroit river, in which it was claimed the Grace Holland, in tow of the Republic, ran into the steambarge Westford and tow, sinking the steamer and causing damages to the amount, as claimed, of $13,000. The decision of Judge Brown, which was in favor of the Holland and Republic, dismissing the libel at the cost of the Minor Lumber Company, has now been reaffirmed at a second hearing by Judge Matthews.

The lighthouse supply steamer Dahlia is taking on coal at this port preparatory to departure.

Forty-two shares in the steambarge C. N. Pratt were sold on Monday to Wm. Stokes, of Windsor, Canada, for $4,000. The Pratt was built at Windsor, in 1881, is 368 tons burden, and being a Canadian bottom she is confined exclusively to that trade.

The schooner Jas. C. King took on a cargo of wheat at Port Huron for Buffalo at 1½c. freight, the same as given from Detroit.

A strong northwest gale on Lake Huron the latter part of last week drove quite a number of craft back to the River St. Clair, yet no damage is reported.

The schooner John Rice was arrested by the United States marshal at St. Clair, on a libel filed by A. Gilmour for dockage and material furnished at Toledo. The claim was promptly settled and the vessel released.

The tug Winslow, of Grummond's line, will shortly go to the Straits with a full wrecking outfit, and will remain there during the fall months. Included in the outfit is a 10½ inch hawser, 1,200 feet long, and she will doubtless have use for it.

HALL.

FRANKFORT.

Special to the Marine Record.

The U. S. lighthouse supply steamer Dahlia, Commander Cook, was in our harbor Wednesday, she is on a tour of inspection. The Dahlia is a staunch iron steamer of 331 tons and was built in Philadelphia.

We wish to call the attention of the lighthouse board to the fact that a steam fog signal is much needed at Point Betsy and a powerful fog bell at the end of Frankfort harbor pier. We have had more than usual quota of fog this year, and the keeper is supplied with a ten cent arrangement of a fog horn to guide the shipping to our harbor. Let us have a fog bell at once. It is rumored that the new Frankfort life station will soon be built. Congress has made an appropriation for it.

The U. S. man of war [so reported] passed Frankfort this morning bound south, she is a noted ship, a pioneer on these waters, and fills a page in the history of our nation.

Steamship Gratwick and two consorts sailed last evening for Tonawanda laden with two million feet of pine lumber.

Captain Peter MacGreggor now rings the bells on tug St. Mary vice Chas. Sutherland. It seems this is the result of the hull inspectors investigation mentioned a few weeks ago.

The steamer Faxon laden with salt from Manistee to Traverse City put in this port for shelter Saturday night.

The steamer I. M. Weston, has been to Muskegon drydock to get her shaft repaired and calking.

BURMEISTER.

MILWAUKEE.

Special to the Marine Record.

The owners of the barge Iron Cliff and schooner Erastus Corning ask $1,800 and $500 respectively from Corrigan & Son for demurrage. Each vessel was delayed about a week in codsequence of the Cliff grounding in the river.

The owners of the steambarges in the Muskegon and Chicago and Milwaukee lumber trade demand an advance of 12½ cents in freights, and unless acceded to all have agreed to lay up their vessels at once.

The schooner Lilly Hamilton, Captain Stalker, which sunk twenty miles southeast of Cana Island, Lake Michigan, recently, was built by Pontine at Port Burwell in 1874, and measured 370 tons. She received extensive repairs in 1880, was valued at $6,500, and rated B1 in the Canadian Lloyds. She was owned by Sutherland, of Port Burwell, and is insured in the Hull pool. She was on her way from Kincardine to Milwaukee with a cargo of 680 tons of salt. The cargo is fully insured. About four years ago she was ashore near Kingston.

There is now 3,278,114 bushels of wheat in store here.

The yacht Grace Ely, of Marquette, capsized on Lake Superior, Saturday evening. John Hess, one of the crew, was drowned.

In the United States district court Monday forenoon, Judge Dyer ordered the sale of the schooner Evelyn to satisfy a claim of the Milwaukee Shipyard Company for $991.39.

Captain Smallman has gone to Chicago to examine the propeller Nebraska with a view of chartering her for service on the Green Bay route in connection with the Delaware and Lackawanna line. No definite arrangements have been made known.

The steamer Oneida will at once be fitted out for service. She will leave Milwaukee in a day or two, in command of Captain J. A. Sloan, and will at once take the place of the Keweenaw. Her first cargo is 800 tons of pig lead from Elk Rapids to Buffalo.

BAY CITY.

Special to the Marine Record.

A number of Mitchell & Boutell's raft towing tugs are again in commission.

A large number of logs are being towed to East Saginaw by the tug Jas. Hay and others. They are to be sawed there on account of some of our mills not starting up who had contracts to saw them and are fulfilling them at Saginaw.

Captain Ned Buntline, formerly master of the barge Matilda, is now in command of the schooner R. J. Gibbs, Captain Kennedy, her former master and owner having concluded to go into business ashore, acting as superintendent of a new lumber yard just started here.

The C. T. & C. line tug Natt Stickney, Captain Warren Fuller, that recently took a dredge to Canada, arrived in the river Monday and will lay up for the present.

The new steambarge, building at Wheeler & Crane's shipyard, is receiving her finishing touches.

The propellers D. F. Rose and consorts Marine City, Boscobel, and Racine came in the river Sunday, and are all loading.

The propeller Porter Chamberlain and consorts A. T. Bliss and Ida Corning are loading at Oscoda this trip for Buffalo.

The iron tug Record and the tug Tom Maytham, each with a barge in tow, bound up town, had quite a brush on the way up. The Record had the start, but the captain of the Maytham's better knowledge of the channel allowed him to get the best of the Record and he arrived halt a mile ahead of the iron tug at Saginaw, much to the delight of the captain of his consort who had his pick of the dock front, thereby enabling him to unload much sooner than had both boats arrived at the same time.

Dredge No. 3, of the C., S. & C. line, that has been working at the mouth of the river, was towed to Saginaw Monday where she will be hauled out, recalked, planked, and a new Otis steel marine boiler put in.

The fire tugs have had no chance of late to show themselves, but should a fire occur it would surprise the boys to see the additional streams the tugs now throw in comparison to their first efforts.

It is reported, as I close my letter, that charters have just been made to Ohio ports at a shilling advance, but what boats your correspondent could not ascertain. If so it will be welcome news to the barge men, as the rates of late have been $1.00 from here and $1.12½ from Saginaw, and a number of captains have taken lumber from Saginaw at $1.00. Freights surely will not drop again this season, as a large number of barges have been in the city during the past week and considerable lumber must move before long.

H. H. Warner's elegant steam yacht Siesta arrived in the river Tuesday with a party of eastern gentlemen aboard, who, it is understood, are to spend a couple of weeks fishing and hunting on Jordon's island, which was purchased a few years ago by Mr. Warner.

SHAW.

CLAYTON.

Special to the Marine Record.

The royal mail steamer Algerian, in coming to the railroad dock, came near running down the steamer J. F. Maynard. The captain supposed he rang bells to back her and only gave one bell, and the engineer went ahead and the steamer had quite a headway, striking the Maynard a glancing blow. If she had struck the Maynard in the stern she would have split her open from stern to stem. Thus have we to put up with such bull headedness from that line.

Dr. Brownlow, of Ogdensburg, was up on Friday with his new yacht, the Nervina. She is a fine yacht, but with a little improvement, could be made much nicer. Her engine does not work as well as was expected. Probably when it has run more he will find where the fault lies. She has a fine boiler and can furnish all the steam that is needed. Her forward and after cabins are fitted up very nicely and the doctor feels proud of her.

Captain John J. Morley, a veteran lake captain, and member of a prominent firm of shipbuilders at Marince City, Mich., died at his home in Rochester, N. Y., August 23, aged 62 years. Captain Morley sailed one of the steamers in the old Lake Ontario & St. Lawrence Steamboat Company, along with Captain J. B. Estes. One by one they pass away. Captain Estes is the only one left of the old line now on deck.

Captain John Oades, of Detroit, has been rusticating a few weeks at Winchester Spring, Ont. He returned last week much improved in health. He will remain a few days with Captains S. G. Johnson and Thos. Collins before proceeding to Detroit.

The report came on Saturday evening that the Canadian steamer Hero, while on her way down with an excursion from the Bay of Quinte, exploded her boiler, killing the fireman and scalding one or two other men.

It is reported that the steamer Island Chief, on her up trip from Ogdensburg on Saturday, run on a shoal near the Sister light and tipped over.

Mr. W. C. Gould, engineer, is now pulling the throttle on the tug T. T. Morford, out of Chicago. We are pleased at his good luck, as he is a Clayton boy.

The steamers Magic, Juniata, Carrie Ward, Vanhorne, Sirius have been for the past week with fishing parties to Hay Bay. At Bay of Quinte, Ont., they had a fine catch of muscolonge.

B.

EAST SAGINAW.

Special to the Marine Record.

The past week has been an unusually quiet one at this end of the river, only a few boats having loaded and those, with few exceptions being regular line boats. There is considerable lumber on the dock, sold, but for some reason shippers are holding off. Just what for no one can find out. It is certainly not for a drop in the freights, as we think that some skippers who are ever afraid of losing their berths in the old tubs they command, would induce them to ship at anything. Why, one or two old boxes actually came up town here during the week and took bill stuff at $1.00. Now, just how these men satisfy their owners is a conundrum, as they cannot possibly come out even on a round trip unless they are lucky enough to get a little back freight and only then is it a matter of $10 to $15 for a fifteen days' trip. There is just as much lumber to move at a living rate as there is at $1.00, and if owners would instruct their representatives not to be continually making such breaks they would be money ahead at the end of the season as well as have the good will of his fellow barge men.

The iron tug Record brought in four barges Monday from Ohio ports.

The schooner Fostoria came in Monday, loaded with limestone from Marblehead to Reinier Brothers.

The small steam yachts are reaping a harvest just now, carrying excursion and fishing parties up the various tributaries of the Saginaw river.

The tug Peter Smith brought up her first shore raft since the strike, last week.

The barge Star of Hope, Captain Pickle, and barge Dorcas Pendell, Captain Henry Pendell, both sailed in from outside last week. The Pendell sailed through all the bridges and right up to her dock without getting even a scratch. So much the tugs didn't get.

The propeller Old Concord loaded at Oscoda this trip.

Captain Slyfield, of the propeller Cleveland, will lay his craft up for a couple of weeks on arriving at St. Clair, after taking his cargo of lumber to Cleveland. The consort, Old Concord will run wild until the Cleveland starts up again.

The propeller Sanilac took a load of shingles for Cleveland on her last trip out.

The steamer Hull took the Sunflower Club to North Island Sunday for a week's fishing.

The tug Willie Browne that was condemned at this port some time ago has been towed to Bay City by her owners, T. H. McGraw & Co.

The owner of a certain new steam yacht was greatly surprised the other day when the inspector asked him to see the coupon of his boiler which is now completed. He had none. The boiler maker forgot what the marine laws call for in matters of this kind. Both maker and owner were severely censured.

SHAW.

PORT HURON.

A sad case of drowning happened below this city at 8 a. m. on the 29th of August from the propeller Araxes. Grant Carr, watchman, was sitting on the rail, when Martin Thompson, in scuffling, took Carr by both sholders and shoved him backward until both lost their balance and fell into the river. The small boat from the barge Drake was lowered at once and got within ten feet of the men before they went down. Carr lived at Buffalo and Thompson lived at Alpena.

CHEBOYGAN.

A long felt want for a drydock in the straits is finally accomplished. The Duncan City drydock is just completed, and the first vessel to enter is the schooner Experiment, which was shattered forward by the explosion of dynamite while getting up old machinery near Waugoshance. The dock will take in craft of the largest size, and is the only dock between Port Huron and Manitowoc.

The steambarge White and Friant broke her crank pin off Port Washington Saturday night. She dropped her four consorts and worked into Sheboygan harbor for repairs.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXXIII.

Except in the following instances the appointments of steamboat masters in 1845 remained the same as in 1844: Steamer Cleveland, Captain M. Hazard; Nile, Captain A. Allen; General Harrison, Captain C. H. Ludlow; St. Clair, Captain I. T. Pheatt; Lexington, Captain G. Appleby; Governor Marcy, Captain Alfred Harris; Empire, Captain D. Howe; Chesapeake, Captain L. A. Kelsey; Oregon, Captain H. Randall; Wisconsin, Captain J. F. Card; Constitution, Captain A. T. Kinsman; London, Captain H. Van Allen; Helen Strong, Captain Jones; Emerald, Captain Willoughby; Romeo, Captain Robb; Superior, Captain D. Wilkeson; DeWitt Clinton, Captain R. Hart. Propellers Princeton, Captain A. Pratt; Detroit, Captain H. Edmunds; Phœnix, Captain G. W. Jones; Syracuse, Captain Williams; New York, Captain Cornell; Independence, Captain Clement.

The steamer Julia Palmer, Captain T. J. Titus, came out in opposition to the regular line between Buffalo and Detroit, but before the expiration of the season she was taken to the Sault by her owner, W. F. P. Taylor, and subsequently taken over the portage into Lake Superior.

The London, Empire, Oregon, Helen Strong, and Superior came out new, also the propellers Detroit, Phœnix, Syracuse, New York and Oregon, Captain A. E. Hart.

Captain A. H. Squier, for several years master of the DeWitt Clinton, retired and went to the North river to assume command of the steamer Swallow, and was succeeded in the Clinton by Captain R. Hart, late of the Fulton.

Early in the season the steamer Gore, a Canadian boat, Captain Dick, was brought from Lake Ontario, via. Welland canal, to run between Amherstburgh and Goderich, touching at Detroit, Windsor and Port Sarnia.

The Helen Strong was built at Monroe by G. W. Strong, and was of the medium size, 253 tons burden.

Navigation commenced at Buffalo April 3, the steamer United States, Captain H. Whitaker, clearing on that date, and it may also be noted as never before recorded that the same steamer performed one round trip each month during the winter. The feat was never before or since accomplished. The Erie canal was ready for business April 15. The Straits of Mackinac were clear April 4, the propeller Hercules, Captain F. S. Wheeler, the first to pass through, bound westward.

The steamer General Scott, Captain John Shook, made several trips between Buffalo and Green Bay this season. On her third trip, and soon after her arrival at Green Bay, she narrowly escaped destruction by fire just prior to discharging a full cargo of merchandise. A box of nitric acid took fire spontaneously and rapidly communicated to the boat. The mate accidentally discovered it, and with great presence of mind tossed it overboard, when the fire was quenched with slight damage to the boat.

Two appalling disasters occurred during the season of 1845, though both of them were not connected with the lakes.

As has been stated above, Captain A. H. Squier retired from the command of the steamer DeWitt Clinton at Buffalo, on the urgent request of eastern parties, and went to New York city to take charge of the steamer Swallow, to ply between Troy and New York. In April, while en route to the latter city, the Swallow ran upon a small island when the stern of the boat sank almost immediately, followed by the loss of many lives. She had on board 400 passengers, one-fourth of whom it was presumed, found watery graves. A Mr. Hurst, a Detroit citizen, had a bag containing $1,500 in gold, and with it on his arm jumped overboard, but was soon obliged to let it go. He was saved by having fortunately grasped a strip of board which another passenger, amid curses, tried to get possession of. A large number of ladies were drowned in the cabins, and to cite the incidents would fill too large a space, and are too harrowing to ponder over even at this late period.

The other sad casualty referred to was the loss of the steamer Kent on Lake Erie by collision with the steamboat London, about five miles below Point Au Pelee. The Kent was in command of Captain Laing, and was owned by the Messrs. Eberts, of Chatham. She was en route to Buffalo with about 75 passengers. The London was sailed by Captain H. Van Allen from Buffalo for Detroit. The cause of the collision was attributed to an error of the pilot on board the Kent, who attempted to pass on the wrong side of the London which brought her directly across the bows of the latter. Both steamers were owned by Canadian parties. The Kent went down in deep water, with nearly all of the baggage, also her books and money. The names of the drowned were Rev. Jas. E. Quaw, of Redford, Mich.; Chauncy Osborne, Genessee, N. Y.; Seth Deming, Berlin, Conn.; Master Bruce Deming, Berlin, Conn.; James Lewden, Ypsilanti, Mich.; two young ladies and a boy, names unknown, from Michigan, as was supposed. The London sustained no injury and was in no wise at fault.

The United States revenue (iron built) Geo. M. Bibb, the material for which was gotten out at Pittsburgh and put together at Oswego, left the lake region for New Orleans. On her arrival at Cincinnati she was placed in the dry dock where her submerged propellers were removed and side wheels substituted. She was en route to serve on the seacoast.*

The schooner Maryland, during a gale, while attempting to enter Fairport, struck the pier. The water rushed in her stern ports and filled her very soon. She was laden with 7,500 bushels of wheat from Little Fort, Ill., consigned to Buffalo parties. The vessel was raised and repaired.

The schooner Chapman, Captain Charles Gale, of Port Burwell, laden with lumber, bound for Cleveland, was wrecked a short distance above Long Point, Lake Erie, and was a total loss.

On the morning of June 3, 1845, the steamer St. Louis, Captain G. W. Floyd, met with a bad smashup to her engine, off Thunder Bay, Lake Huron, by the crosshead giving way. She had on board 300 passengers for Milwaukee and Chicago. Sail was hoisted and a signal of distress set, when soon after the brig Robert Hunter came alongside and took her in tow. The propeller Hercules afterward towed her into Presque Isle, from which point she was towed back to the river.

The schooner Commodore while attempting to regain Cleveland harbor, struck and broke in two, a total wreck with a cargo of flour.

The United States iron steamer Michigan, Captain Stephen Champlain, entered Buffalo harbor, for the first time.

The steamer Wisconsin, Captain Card, bound west, broke her engine, 70 miles out from Buffalo, and was towed back to Buffalo.

The body of Monroe Hall, mate of the schooner Nicholas Biddle, was picked up off Erie and buried at that port.

The brig Algomah went ashore at Gravelly Bay with 10,020 bushels of wheat and 825 barrels of flour, the most of which was lost. The vessel was but little injured. There was an insurance of $8,000 on both in the Northwest Insurance Company, and a less amount in two others.

The cargo of the brig Rebecca was a total loss, save 2,000 barrels of flour. The vessel was stripped and sold for $40, the value of her iron only.

The propeller Emigrant went ashore at Avon Point, 14 miles above Cleveland, and became a total loss. She had on board 200 tons of coal, and 100 tons of iron, nails, etc., which were saved. There were $7,000 insurance on the vessel. The same storm drove the brig Toledo into Toledo, crippled in outfit, and the schooner Charles Howard, laden with wheat, against Erie pier, and to save her, 400 bushels of grain were thrown overboard.

The schooner Texas was capsized by a squall near Long Point. The vessel and crew of six were lost.

The schooner Henry Clay went ashore at Erie and filled. The brig Owanongah, in the same gale, went ashore at Madison dock. Both were subsequently released.

The schooner Amazon, of Cleveland, was driven ashore at Milwaukee, and filled. She had on board a cargo of dry goods and whiskey; the former was saved in a damaged state. The vessel was got off.

The brig Frances Mills went ashore at Huron, O., and was got off.

The schooner Ocean was wrecked on Lake Michigan, and Captain McGregor, Mr. Russell, mate, J. Quinor, second mate, and the cabin boy were all lost.

The schooner Reindeer, Captain Flood, went ashore, six miles north of Milwaukee. She was gotten off by throwing over her cargo of lumber.

The steamboat Ben Franklin stove in her starboard bow on Cleveland pier and carried away her wheelhouse.

The schooner Caledonia went ashore at Cleveland, and became a total loss.

The schooner Aurora Borealis, cargo of iron, struck and sunk at Huron, O.

The steamboat Indiana, Captain Roby, struck a snag in Maumee Bay and sunk.

The schooner Major Oliver went ashore half a mile south of Chicago. Cargo (wheat) all damaged, and the vessel a complete wreck. She was commanded by Captain Smith who, with the crew, were all saved.

The sloop Jas. K. Polk was wrecked near Michigan City and all were lost; seven lives.

The schooner Warren arrived in Chicago with three feet of water in her hold.

The schooner Havre, laden with merchandise, was wrecked on Middle Island, Lake Huron; nothing saved.

The schooner Essex, of Oswego, cargo of wheat, was wrecked near the mouth of Niagara river, Lake Ontario. She was owned by Doolittle, Mills & Company. One thousand bushels of the cargo, shipped from Sandusky, were saved.

The steamer Rochester went ashore near Oswego.

The schooner H. N. Yates, from Youngstown, with 1,500 barrels of flour and 1,000 bushels of wheat, taken from the Essex went ashore near the fort at Oswego and damaged the whole cargo. During the same storm three canal boats, together with the schooner President, were driven from their moorings in Black Rock harbor; the former, the Suavity, with 1,800 bushels of wheat, and sunk, also the North Carolina, with 2,200 bushels.

The brig St. Louis, No. 2, was driven ashore at Port Stanley, C. W.

The schooner Sarah Bugbee went ashore near Vermillion and got off.

The steamer Ben Franklin, Captain Edmunds, struck on entering Cleveland harbor, and a heavy sea lifted her on the west pier. One wheel was entirely carried away, the wheelhouse and guards shattered and her false sides stove in.

The schooner Minerva Smith, Captain Crane, lumber laden, sprung aleak and went ashore near Michigan City.

Dr. Douglass Houghton, State Geologist, of Detroit, Michigan, was drowned from a small boat near Eagle River, Lake Superior, October 14. There were four others in the boat with him, two of whom were drowned. His loss was universally felt.

In the month of December the schooner Favorite, Captain Keeler, while en route to Toledo, was frozen in and sunk by ice in 24 feet of water, some 8 or 10 miles southeast of Monroe, at the head of Lake Erie. The vessel was owned by Captain Keeler and a good share of the cargo, over $5,000, lost to him. The crew managed to reach the shore at Raisin Point on the ice. Her cargo consisted of 250 bbls. of salt, 300 bbls. of apples, a quantity of stoves with copper furniture, 2,500 kegs of podwer, 250 bandboxes, 2 buggies, 4 casks of imported brandy, 3 casks of imported wine, which were on deck. The vessel bore S. W. ½ S. ten miles from Turtle Island, but was never recovered. At the time of sinking both anchors were down.

*The Bibb returned to the lakes in 1881, and is now in service on Lake Ontario, and is engaged in picking up small craft navigating without proper lights.

WAR VESSELS DESTROYED.

Fire broke out on board the Colorado lying off Plum Beach near Port Washington, Long Island, and the flames spread from Colorado to the following ships, all of which were burned to the water edge and sunk: The Minnesota, Susquehanna, Congress, South Carolina, Iowa, Lotta Grant, and Fair Play. All with the exception of the last two belonged to the United States navy. They had been condemned and were bought from the government by Standard & Co., who were to break them up for the old iron and planks they could get out of them. The fire broke out on the forward deck of the Colorado where the men were at work burning up planks to get the iron spikes. On the right of the Colorado was the Susquehanna, to which the flames spread rapidly, and before either it or the Colorado could be towed out the flames had spread to the boats. The fire burned so fiercely that inside of three hours nothing was left of the vessels but a few charred timbers. The hulls sank at once to the bottom.

The Susquhanna broke loose from her moorings and at one time matters looked serious for the fishing craft anchored in her vicinity. She floated about 50 yards from the shore and then keeled over and sank. The flames spread from the Iowa to the Lotta Grant and Fair Play, two schooners anchored near the shore, and they too sank. Mr. Stanard said that the loss to him was not less than $100,000 as it was only for the iron in the vessels that he bought them. Had the vessels been servicable, the loss would have footed up millions. An attempt will be made to raise the vessels. The loss on the schooners, it is said, will not be less than $25,000.

The American Ship Windlass Company of Providence is an old established institution with more push and energy than a youthful house ever displays. Their windlasses are in use in vessels all over the western hemisphere, and most flattering testimonals are given by the Clyde, the Mallory and the Alexandre lines. The American Company's windlasses are constantly improved, and "Progress" is the watchword not only in the salesroom but at the works.—*Boston Commercial Bulletin.*

NO PUNISHMENT FOR CASTING AWAY A VESSEL.

A most peculiar jury trial has just been ended in Boston. It is peculiar principally on account of the verdict. There seemed to be no doubt of the guilt of the accused. There was nothing to be offered in mitigation of the offense charged. It was a serious crime and severe punishment ought to be meted out to guilty parties. A shipmaster and others were charged with casting away a vessel, the brig Mary Celeste, of Boston, while on a voyage from Boston for Hayti, with the intention of defrauding the underwriters. At the end of a long trial, in which many damaging facts were brought forward, the jury disagreed, seven being for conviction and five for acquittal. It came out after the trial that the jury disagreed, not because there was a difference of opinion as to the main charges, but because they were afraid of the penalty imposed by the law for the crime charged. This penalty is death. Had a verdict of guilty been brought in, the judge would have had no alternative but to sentence the shipmaster to be hanged. In these days such a sentence would be considered barbarous in the extreme.

That a man shall be hanged for murder is considered just, but that a crime against property should receive the same punishment is revolting to all sense of right and justice. The German tribes allowed even murder to be settled by money compensation instead of death. But in these days of civilization and in this land of equality and enlightenment, we are only satisfied with the sacrifice of a life as amends for destruction of one kind of property. The law has so stood in our statute books for years. It is among the last of the savage laws of the earlier maritime nations, which considered offences against property of greater moment than those against the person, and it forms one of those navigation laws which many good people are so violently opposed to having changed.

No law, apparently, could give greater surety to underwriters and ship owners that a vessel would not be wilfully cast away than that before mentioned. Conspiracy to destroy property at the risk of being hanged does not apparently offer temptation enough. And yet marine underwriters know to their cost that conspiracies wilfully to cast away vessels are common occurrences. They have been swindled into paying for such losses time and again. They have appealed to the law, but it is now quite evident from the result in the Mary Celeste case, and in previous cases of a similar kind, that the law, savage and extreme as it is, affords them no protection. There is practically no punishment in this country for casting away a vessel. If a man is found guilty of the act he must be sentenced to be hanged, but, knowing what the penalty is, it is highly improbable that any jury would bring in a verdict of guilty, how strong soever the evidence might be against the accused. A jury would not even run the risk of throwing the accused upon the mercy of the court. This law, therefore, which should not so long have disgraced our statute books, is made useless by its very severity, and instead of being a protection against fraud, leaves a way open for robbing underwriters for which they have no redress.

About two years ago a bill was introduced in Congress to repeal sections 5365 and 5366 Revised Statutes, which contain the death penalty for casting away a vessel, but, as it related to shipping, Congress took no interest in the matter, and the bill was pigeonholed. Few people knew of this peculiar law, and of those who did, several considered it a dead letter which would not stand in the way of punishment of guilty parties. The Mary Celeste case, however, has probably convinced them to the contrary. If the jury in that case had brought in a verdict of guilty, without being influenced by the penalty, and the judge had passed sentence under the law, it is probable that the country would have been horrified at the barbarity of the sentence, and would have petitioned the President for a pardon for the condemned and insisted upon the next Congress repealing so monstrous a law. It is to be hoped that so extreme a case will not be needed to bring about a reform in this matter. At the next session of Congress a bill will be introduced asking for the repeal of this death penalty. This bill will be supported by underwriters and others. As it will remove the penalties mentioned in sections 5365 and 5366 Revised Statutes, and will provide for proper punishment for those who cast away vessels, there is no reason why Congress should not pass it without delay.—*Maritime Register.*

United States Consul Pace, in a dispatch to Secretary Bayard, says there is much complaint on the part of American vessel owners and captains at the recent appointment of a harbor master at Port Sarnia by the Canadian authorities. The master charges American vessels fees ranging from $1 to $15 for the privilege of touching a dock or anchoring in the stream, which at Port Sarnia is the dividing line between Canada and the United States, which by law and precedent is free to ships of both nationalities. Consul Pace continues: "The injustice of this act becomes more apparent when we reflect that the Canadian Government has never expended a dollar to build a harbor at this point."

Captain Long, of the schooner George, which arrived at Chicago night of the 25th, coal laden from Buffalo, reports that when off Kenosha, about 6 p. m. on the 24th, Albert Moore, a German sailor, one of his crew, aged 30 years and unmarried, fell overboard from aloft and was drowned. Every effort possible was made to save him. Moore was an excellent sailor and Captain Long feels deep regret at his loss.